

before made by an independent Power. What should we say if France asked permission to establish a Customs station in Jersey? or what would France say if we asked to establish a Customs station in Cherbourg? or—assuming for a moment that such a demand were made, for a moment to prevent the smuggling of brandy or tobacco, as the case might be—what would happen if our cruisers were to push their privilege to the point of arresting immediately outside, and occasionally even within, French waters boats carrying an innocent commercial cargo? Yet that is what has occurred in Hongkong. For there is no question, in this case, of opium smuggling. That trade is, in fact, practically extinguished. There does not appear to be any question even of such a minor contraband as salt. We hear of no cargo but kerosene, which was liable to simple import duty on reaching a Chinese port; and even if we choose to surrender the question of international comity so far as to admit the right of the Chinese to do what they like within their own jurisdiction, policy as well as self-respect should impel us to resent cases of illegal aggression. For, even setting aside the question of limit, why were these junk boats and on what plea were they detained? Assuming that some general admitted, that they were peaceable traders carrying unobjectionable cargo, the answer seems inevitable that it was because they had not paid beforehand to Chinese Customs officials established in a British colony dues which only became leviable on their reaching a Chinese port. We should be indisposed to make much allowance for such a plea, in the case of such a pretence. If there had been a technical excuse, but surely, in the absence of any apparent delinquency whatever, a demand for compensation and apology might well be formulated as a protest that Hongkong is not yet a full dependency of Kwangtung.

Nor is this all. Cruisers of the Imperial Maritime Customs are at least under supervision and held to strict account, even if their masters employ them in the way that keeps up constant irritation. But there is another class of vessels less strictly disciplined, and whose honesty inspires less confidence. The Hoppo and the Salt Commissioners also employ steam launches, whose crews are believed to be not altogether free from the lax ideas of perquisition which obscure the discretion of their brethren on the mainland. And one of these seems to have been beguiled the other day into a really ludicrous adventure. The official, or semi-official, explanation seems to be that pseudo-officials pointed out an alleged smuggling junk; but that, when the launch got alongside her, concealed plates arose and seized her, donned the uniforms of the crew, and made use of the opportunity to extract several thousand dollars worth of coin and cargo, from three several trading junks. Cynics appear to have hinted that the piracy may have been less complex, (may have been actually done by the launch's own men) and intended merely as a forcible hint to the junk interest that it had better submit in future, without remonstrance, even to seizure in British waters, lest worse came than that; but there are men imbued, evidently, with the propensity to chaff, it is apt to grow upon old residents, and their innuendoes will doubtless be scattered when the facts have been established. What seems clear is that a revenue cruiser of some kind did, in some hands or other, attack and rob certain junks, and thereby lent an additional terror to the already sufficient indignation which the so-called preventive Service represents. It is unlikely, at this distance, to speculate to about details in the absence of explanations, which are, doubtless, already on their way. And we simply note the adventure as one more instance of the curious freaks to which the Hongkong junk trade is liable. People may, as we said, get accustomed to almost anything; and there is a species of humor in this incident which may go some way to soothe it in the eyes of other than the sufferers. But the officials, with at least manage to keep the collection of "revenue" in their own hands.—*L. G. C. Express.*

BEYTS, CRAIG & CO.

Here (says *Fairplay*) is a specimen of the manner in which the self-heated, soft-headed Cornish skipper, hailing, I believe, from St. Ives, got out of a serious difficulty with the firm of Beyts, Craig & Co. The Cornish skipper found himself at Bombay with a charter at 24s. The partner of the firm in charge there thought that he would be able to do better than that, and, in fact, it was said that at one time he could have got 25s. 6d. He held out for more, and then freights tumbled away until 27s. was the best offer to be obtained. At this rate he knocked his cargo, shipped westward, and the skipper was asked to sign a number of bills of lading at 27s. "Certainly," with all my heart," said the good-natured skipper, who took off his coat and began to sign away like a man. He got through what might have represented about half of the cargo, when he stopped, scratched his head, and said, "By-the-way, Sir, since I saw you last I have been taking a look at the charter-party, and I find that the difference between 24s. and the rate at which I am signing bills of lading is below the amount, but he said to me, "All right," said the partner, "that's so. No trouble about that, I will give you my cheque." "Well, Sir," said the skipper, "I don't know what my owners might say to that, they might cut up rough, because they will expect money." "Surely," said the partner, "you don't doubt that my cheque is good?" "Oh no, Sir, I don't doubt that your cheque is good, at the same time I am bound to have money." The business consequence of making inquiries about the bank. The result of those inquiries was to show that the firm's cheque for 250 pounds would have been a doubtful security. He came back, saw the partner again, and told him that he could not possibly go away from the charter-party, and he must have cash before he signed the balance of the bills of lading. In the course of two or three days the firm managed to find the cash, which the captain put in his pocket, and went to work signing away again. After a bit his pen lagged again. "Do you know, Sir," he said to the partner, "that somehow or other by that charter-party the ship's entitled to three days' demurrage? I have only just thought of that." "Oh," said the partner, "we will soon settle that, but go on with your bills of lading, because the ship will be late." "No, Sir," he said, "the ship won't be late, but I am all right, and ready to go to sea at once, but I must have the money for those three days' demurrage, and unless I get it, I am very sorry, but the ship will have to go away with the balance of those bills of lading unpaid." That money was found, too, and, thanks to the shrewdness of the innocent-looking Cornish captain, the owners suffered no loss.

Every day that passes brings more information to hand regarding the remarkable failure of Messrs. Beyts, Craig & Co. Contrary to the frequent, if not general, rule in such cases, no merely temporary misfortune would appear to have been responsible for the collapse; consequently the sympathy which is often expressed for firms brought down in a moment, by accident, is entirely absent in this case. A passing study of the events which are transpiring in connection with the failure shows that so far from being due to a temporary reversal, a long-continued system of widespread fraud has

been pursued. The firm, in fact, from the time it departed from the straight course, would appear to have stuck at nothing, keep itself afloat, and to extend its operations, so to victimise those who were trusting it. News arrives daily from all quarters showing the ramifications of the fraud. For instance, in connection with the steamship *Edinburgh* referred to last week, one gentleman has received a letter from a foreign bank, advising him that nearly 3,000 bags of linseed and nearly 1,500 bags of myrabolans are not to be found in the manifest of the ship, while acceptance, amounting in all to nearly £5,000, against these fictitious goods, are falling due early in August. This is merely a sample of the operations carried on in respect to this one ship. Then, again, in connection with the steamship *Annie Barrow*, at Hull, it is said that bills of lading representing £12,000 value are fictitious, no cargo being on board the ship covered by these documents. The captain, it is stated, has been served with a writ, and he alleges that he signed the bills of lading by the order of the firm. A Cardiff correspondent writes that "one large firm at Barry is in with Beyts, Craig & Co. for £1,500, and I hear that £50,000 of the firm's liabilities fall on Cardiff, a large part of which have been incurred within the last three months. More than one of the ship-repairing Companies are hit very hard. The general idea seems to be that 'total loss' will be the final result of this wreck." The *Chartered Mercantile Bank of India, London, India, and China* officially admits to a loss of about £65,000, while it is generally reported that another bank in the Eastern trade is in for over £40,000. One of the methods of the firm of raising the wind in Bombay was to get bills of lading signed, take them to the shipper, and offer to pay per cent. discount for cash payment of the freight; and this method is said to have been very successful. We understand that the shareholders in the three boats *Whiggin*, *Annie Barrow*, and *Mary Beyle*, are appointing Mr. Ernest Forwood as agent to settle all claims in connection with these three boats. Some of the outstanding claims are said to be of a remarkable character; there have been advances on freights which will require a careful looking into; and shares of the ship beyond the number for disposal are said to have been disposed of, or negotiated.

NOTES FROM CHINESE PAPERS.

The new city magistrate, accompanied by Colonel Li, was inspecting the city wall and the most around the Shanghai city on Monday (18th).

Rain has fallen both in Yangchow and Nanking to the delight of the farmers, whose fields have lately been parched and thirsty for a refreshing downpour.

During the thunderstorm the other afternoon a portion in the Chinese garden near Louss was struck by lightning, and a house inside the city also shared the same fate but no one was injured.

The Cantonese guild, being the first the officials have approached, agree to pay for the support of the volunteers Tia. 2,000 per year, which amount is to be paid in four instalments.

The Liangpin Chow, Kuangtung, people are still resisting the authorities. The troops which have been sent there to subdue them have had several engagements with the people, who show no signs of yielding.

The new Shanghai Magistrate, who has since taking over his seal of office been busy in going through the various functions of duty, which custom exacts, on the 8th paid his calls upon the Consul General.

The other night an alarm of fire was given in a book store near the new Louss bridge, which fortunately was extinguished before any damage was done. It is believed that it was the work of incendiaries, who had thrown inflammable stuff at the back of the house where the fire originated.

The Yangchow authorities are very vigilant in watching the city. Opium dens are required to close their doors at the "second watch," or seven o'clock, and are visited upon the owners. The guards at the city gates have been increased, in hope of greater efficiency from them. These measures are undertaken with the express view of preventing outlaws and bad characters from entering the city.

A rich merchant in Nanking has just celebrated the 50th anniversary of his birthday in a most praiseworthy and exemplary manner, which is calculated to benefit a large number of people. Instead of spending large sums of money in feasting and jollification the worthy old gentleman gave ten thousand dollars for the support of the various benevolent institutions to give expression to his joy, and as a thanksgiving.

There is a class of men now engaged in black-mailing people. They select their victims and then give them something to smell or take, which puts them in a torpor, they are then taken to some quiet place and robbed. Persons under the influence of the drug are said to act as if mesmerized, and seem to possess no will of their own. Two cases have lately happened at Pashan, when two adults were treated in this manner. Fortunately they were seen by friends, who rescued them before they were robbed.

The Wuhu authorities who have charge of the new extra impost have at last come to an understanding with the merchants of that port. The settlement is more of a compromise than a victory for the officials. According to the original regulation it was proposed to levy an extra tax upon some of the commodities leaving and going to that port, but now the authorities are satisfied to accept a fixed contribution each year from the merchants dealing in the articles which this new tariff affects, without reference to the amount of such cargoes imported or exported.

An inquest was held the other afternoon upon the body of a man who strung himself up to the French police station, where his brother had him placed in order to bring about a change in his reckless life. The prodigal, knowing that his opium habit was incurable, and feeling that he had no "face" again to confront his parents, committed suicide in the house of reformation in which he was detained. The coroner's examination proved that deceased came to his death by hanging, and the coroner's command the brother of the deceased to attend to the funeral.

The tramp card which the *Kelso* had people played in causing the riots last year, was the false and groundless rumour they spread abroad about the doing at the Christian orphanage. This was what prompted H.E. Chang Chih-tung to give orders for the extension of such institutions in his province, so that not only thousands of poor children might have places to go to, but also to take away from the *Kelso* their self-created ground of accusation against the Christians. This method is highly commendable in that it serves the double purpose of removing the ground of the false charges against the Christians, and at the same time scatters benefits to thousands of uncared-for children. We hear now that the magistrate of Nanchang Hsien is establishing these benevolent institutions all over his district.

The governor of Kuangtung, H. E. Kang, is introducing a reform to do away with an old practice in the *yamen*. It has been the rule that a person presenting a petition to the *yamen* must pay a certain fee before his petition would be received, and this fee varied according to the rank of the document was presented at. The fee charged at the magistrate's *yamen* was Tia. 1.80, but at the viceregal *yamen* this charge was increased to over Tia. 10, hence many poor people were deprived from having their cases heard, simply from their lack of funds to put the petition through. His Excellency's original intention was to do away with the entire charge, but on the town gentry interfering, the fee is now fixed at 60 copper cash. On the 17th when his Excellency held court hundreds of people now flock to him, and the delighted people consider him a "living Buddha."

Further intelligence received from Nanking relative to the case of swindling, in which a certain self-created man of ill-repute as the central figure, confirms the suspicion that the "admiral" is an impostor. In reply to the Kianglin Hsien's telegram, Viceroy Yang's son wires that they have no kinsman stopping in Nanking; they only relative away whose name is Tsin Yu is now in Peking. As to the man in question, he has the rank of a major, all the other titles which he bestowed upon himself being fictitious. The self-merchant who was the victim of the theft having been overcome by his serious misfortune has since died. The Nanking Viceroy who has been applied of the particulars of the case is determined to punish this bold impostor without mercy, as he has not only compromised the reputation of officialdom, but has been the cause of an innocent man's death. Yang is now in prison.

An adventurous swindler, who styles himself the son of the former Governor-General of Kanau and Shenai, has recently been practicing his art in Nanking, and who has been getting in a good deal of business. Not only did the man pretend to be the worthy son of the house of H.E. Yang, but he also made himself out to be a mandarin of the first grade and an admiral to boot, which the officials believed and treated their great visitor with honour and respect besides making him presents of money. The successful career of the impostor, however, was soon brought to an end. He was staying in one of the large hotels which only men of means and the official class frequent. His apparent high connections had also caused the inmates of the establishment to regard him as an important person, but they were undeceived the other day. A merchant staying in the same hotel and having a room in close proximity to the adventurer, had the misfortune to lose a bank order for Tia. 60. Upon making investigation, it turned out that it was no other than this man of title who had appropriated the missing note, and who was serving his jail term at the time.

Owing to the note not having become due, the first bank upon which the order was made did not honour it, and it was at another bank that the note was sold for Tia. 200. The discovery was of course a surprise to all parties, but as the evidence was such as to leave no doubt in the merchant's mind as to who had committed the theft, he went to work and had the suspect arrested. The daring adventurer is now on trial, but as he is, according to his own statement, a man of rank, the Hsien hesitates to take severe measures against him and has telegraphed to Hunan to ascertain his true character, and for the family to produce the four certificates of his rank, of which the suspect asserted he is the possessor.

TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

We are getting well through the "Faitien," which has been an unusually cool period. There have been a few close oppressive days, while the rule is a succession of such days, and with few exceptions, the nights have been comfortable for sleeping. It is the time of the year, when a great deal of sickness is the rule, caused partly by the heat and general conditions of filth in and about a Chinese city, and partly by the quantities of melons and green fruit which the Chinese are eating from morning till night. From the amount of this stuff that is consumed, one can almost believe that they get up in the night to dispose of it. There appears to have been less sickness this season than ordinarily, attributable doubtless to the heat being less continuous and intense than usual.

The road into the city is now undergoing much needed repairs; it has been in a very ruinous condition for some time past, the result in the first instance of the macadam being entirely too thin, then of the heavy traffic which is constantly passing over it, and to the put-off spirit which is characteristic of the Chinaman, who seldom takes things in time. Were the entire composition of the road-base broken brick, instead of only about a foot, we should not have the recurring holes so frequently, and business would be greatly facilitated thereby.

A few days ago, the left bank of the river between the city and the settlement gave way at a place which greatly endangers the salt works, and a contiguous village. It is probable indeed, that but for the energy of Mr. Pettick, manager of the railroad, a quantity of salt would have been destroyed and the village inundated. It was none of his business, but pertained to the duties of the Salt Commissioner to attend to the preservation of the river bank along the front of his salt heaps, and so of his salt. But no one appeared to have any idea when it began to break, that a breach was inevitable, leading which no timely provision had been made for prevention. So Mr. Pettick called in all the available force of railroad coolies, and by personal direction, and by dint of hard work from about dark till nearly daylight, by this force of several hundred men, the breach was closed. In the event of a large inflow of water, the railroad embankments would have suffered more or less, possibly might have been cut by the villagers in hope of recovering their village.

Much of the country to the north-east is overflowed by water from the breaks on the east side of the river above us. The extent of the flooded territory is not so great to the eastward as it was two years ago, but all the country lying north of us, between lines drawn east and west from Tientsin, is in a very much the same condition as then, for a distance varying from 50 to 200 miles, the water in the river has fallen over a foot in the last week or ten

days, and the probabilities are that the immediate danger of further inundation is past.

This has been an unprecedented year of building in the foreign settlements, especially in the French settlement, where several very large buildings are in process of erection. Special mention might be made of the Hongkong and Shanghai Bank, which will be the finest building in the settlement architecturally, of Messrs. Ward and Co.'s new building, and a very extensive pile of buildings for Yang Tsoat, of the railroad. Several fine dwelling houses are also building, one of which will be noticeable for its Moorish style of architecture. We have not learned whether a museum is to be secured for the museum, and other Moorish appointments for the general furnishing of the place. The general improvements in progress will add greatly to the attractiveness of our settlement.

The railroad is likely to be completed as far as the Lan river this season. Some work is also being done on what will be the projection to Tungcho. We also hear that it is to be pushed on as rapidly as possible beyond Shanbalkun into Manchuria. This extension will be hindered somewhat by the destruction of the unfinished bridge over the Lan river. May better success attend the next attempt to span this swift stream. The fact that the Chinese are able to produce an excellent quality of Portland cement at Tungcho, as proven by the work who have used it, is greatly to their advantage in the construction of their public works.—*N. C. Daily News.*

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these powerful remedies in their fullest form. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

To-day's Advertisements.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "MACDUFF".

Porter, Commander, will be despatched for the above Port on about FRIDAY, the 20th September.

For Freight or Passage, apply to DODD, CARLILL & Co., Agents.

Hongkong, 18th August, 1892. [722]

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE, PICTURES, GLASS AND SILVER WARE, ETC., ETC.

THE Undernamed has received instructions to sell by PUBLIC AUCTION, ON

THURSDAY, the 25th August, 1892, ON

FRIDAY, the 26th August, 1892, and ON

SATURDAY, the 27th August, 1892, Commencing each day at 2.30 P.M., At Nos. 52 & 54, HOLLYWOOD ROAD.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, ENGLISH, AMERICAN, HALL & HOLTZ, AND MARINBURCK MADE, Consisting of—

DRAWING-ROOM SUITES, Upholstered in Peacock Blue Velvets and Old Gold plush with Curtains to Match, Silk Tapestry and Red Plush with Curtains to Match, a quantity of EASY CHAIRS Richly Upholstered; Handsome CURTAINS in different styles of SILK TAPESTRY, PLUSH, VELVET, etc., etc. WHITE LACE CURTAINS, AXMINSTER and BRUSSELS CARPETS and RUGS, etc. Very Handsome Richly Gilt American made OVERMANTLES, OVERMANTLES and MIRRORS in different styles and colors. CANTON BLACKWOOD MARBLED TOP TABLES, VALUABLE OIL PAINTINGS, PHOTOS, CHROMOS, FINE AMERICAN CROCKERY, etc. Handsome FRENCH ORNOLU CLOCKS, FINE MARBLE MANTEL CLOCKS, BRONZE STATUARY AND ORNAMENTS, FANCY PORCELAIN ORNAMENTS, JAPANESE CLOISONNE and PORCELAIN VASES, etc., etc.

COTTAGE PIANO by "Apollo" Dresden. COTTAGE PIANO by "Union".

PIANINO by John Broadwood and Sons. ENGLISH MADE ROSEWOOD BUFFET, Handsomely Carved with Ivory Top, Walnut Back, CONSOLE TABLE and GLASS; SILVER CUPBOARD, etc., etc.

EXTENSION DINING TABLE, English made MOROCCO DINING CHAIRS, COUCH, and EASY CHAIRS.

A Fine Collection of FANCY SILVER WARE, ELECTRO-PLATED, GLASS and CROCKERY WARE, CUTLERY, Handsome SOLID BRASS SIX-BURNER GASOLIER, GASOLINERS of different sizes, GAS BRACKETS, etc., etc.

HANDSOME AMERICAN MADE BEDSTEADS and SPRING MATTRESSES, etc. BLANKETS, BED and TABLE LINEN.

Very handsome SINGLE and DOUBLE WARDROBES for Ladies and Gentlemen in the Best makes with Plate Glass Doors, PLAIN TEAK WARDROBES, SINGLE and DOUBLE HANDSOME MARBLE TOP LADY'S DRESSING TABLES, LADY'S WRITING DESKS, and ELEGANT HANDSOME MARBLED TOP WASHING STANDS, SINGLE and DOUBLE TOILET SETS, etc.

BEDROOM SUITES in different upholstery, etc., etc.

A quantity of SHANGHAI BATHS, etc., etc. A Very Fine COOKING RANGE & UTENSILS, etc., etc.

Catalogues will be issued previous to the Sale, and the above will be on view on Tuesday, the 22nd August.

TERMS OF SALE.—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 18th August, 1892. [722]

ST. ANDREW'S CHAPTEL, HONGKONG, No. 218, S.C.

AN EMERGENCY CONVOCAION of the above Chapter will be held in the FRERESCO HALL, Zealand Street, on SATURDAY, the 20th instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited. Hongkong, 18th August, 1892. [726]

TO BE LET OR SOLD.

No. 12, HOLLYWOOD ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Managers.

Hongkong, 18th August, 1892. [727]

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land, by Public Auction, to be held on the spot, on

MONDAY, the 22nd day of August, 1892, at 4 P.M., are published.

By Command, G. T. M. O'BRIEN, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th August, 1892. [725]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 22nd day of August, 1892, at 4 P.M., by order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Containing in quarters.	Area in Acres.	Used.
N. 10.	Peak Road below Victoria Gap.	N. S. E. W. ft. ft. ft. ft.	50	1.50	12

No. 81.

Rural Building Lot.

Peak Road below Victoria Gap.

No. 81.

Rural Building Lot.

Peak Road below Victoria Gap.

No. 81.

Rural Building Lot.

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Rural Building Lot.

Peak Road below Victoria Gap.

No. 81.

Rural Building Lot.

Peak Road below Victoria Gap.

No. 81.

To be Let.

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor of above.

Apply to DAKIN, CRUICKSHANK & Co., Ltd., Victoria Dispensary.

Hongkong, 2nd August, 1892. [721]

TO LET.

"TUSCULUM," MAGAZINE GAR.

Nos. 2 & 4, SEYMOUR TERRACE, No. 4, FEDDER'S HILL.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 9th August, 1892. [721]

TO LET.

No. 15, KNUITFORD TERRACE, KOW-LOON.—END HOUSE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 19th July, 1892. [724]

TO LET.

No. 4, BLUE BUILDINGS.

FIRST FLOOR, No. 1, Blue Buildings OFFICES—2nd Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.) GODOWN, (under Messrs. Douglas Laprak & Co.)

GODOWN, No. 1A, Blue Buildings. SEMI-DETACHED HOUSES at Magaloe Gap.

Nos. 2 & 2A, STAUNTON STREET (corner of the Old Bailey), No. 10, OLD BAILEY.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 11th August, 1892. [722]

Intimations.

F. Blackhead & Co., SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.

No. 11, Praya Central, (Opposite Paddy's Wharf).

SOLE AGENTS FOR RAHTJENS' GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

Mails.

ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.			
PROPOSED SAILINGS FROM HONGKONG, 1892.			
(SUBJECT TO ALTERATION).			
<i>Empress of China</i>	Saturday...	August 20th.	
<i>Empress of India</i>	Saturday...	Sept. 10th.	
<i>Empress of Japan</i>	Saturday...	Oct. 8th.	
THE R. M. S. "EMPRESS OF CHINA."			
Archibald, Commander, sailing at Noon, on SATURDAY, the 20th August, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, the SHANGHAI, ROBE INLAND SEA and OKOHAMA.			
RATES OF PASSAGE. (In Mexican Dollars).			
FROM HONGKONG, FIRST CLASS.			
TO	Use Way Fares.	Prepaid return.	
		4	21 mos. mos.
Vancouver, Victoria, Esqui- mault, New Westminster, B.C.	225	338	594
Port Townsend, Seattle, Ta- coma, Wash.			
Portland, Ore., San Francisco....	255	383	447
San Francisco, Calif., Albu- querque, Mex.	275	413	482
Minneapolis, St. Paul, Chicago, Minn.	285	428	499
St. Louis, Mo.	295	443	517
St. Milwaukee, Wis. Detroit, Mich. Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Kingston, Ottawa, Ont., Mon- treal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.	310	465	543
Baltimore, Md., Philadelphia, Pittsburg, Pa.			
Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Li- verpool	325	575	650
Paris, via Liverpool and Lon- don	345		
Havre, via Liverpool	335		
Bremen,	345		
Hamburg,	335		
and class steamer and 1st class on rail, and and class steamer and rail, also Storage Fares and Rates to other places, quoted on application. The Steamers call at Victoria to land and embark passengers. Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver. Freight Passage.—Freight granted to England, France, and Germany by all trans-Atlantic lines of steamers. Special rates (first-class only) are granted to Marine-masters, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials. CASCO.—Through Bills of Lading issued to Japan, Pacific Coast, Points, and to Canadian and United States Ports. Consular Invoices of Goods for United States Ports should be in quadruplicate; and copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C. Parcels must be sent to the Company's Office with address "Barked in Bulky" 5 p.m. on the day previous to sailing. For further information as to Passage or Freight, apply to E. HOLLOWAY, General Agent. Office, Pedder's Street. Hongkong, 30th July, 1892. [5]			
NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.			
PROPOSED SAILINGS FROM HONGKONG, 1892.			
(SUBJECT TO ALTERATION.)			
<i>Victoria</i>	Thursday	August 20th.	

AND THEREAFTER THE PERMANENT
 SERVICE OF THE COMPANY'S
 REGULAR STEAMERS.
 THE Steamship
 "VICTORIA,"
 Captain J. Panton, R.N.R., sailing at Noon
 on THURSDAY, the 25th August, will proceed
 to VICTORIA, B.C., and TACOMA, via
 SHANGHAI, INLAND SEA, KOBE and
 YOKOHAMA.
 Through Bills of Lading issued to Japan,
 Pacific Coast, Points, and to Canadian and
 United States Ports.
 Consular Invoices of Goods for United States
 Ports should be in quadruplicate and one
 copy must be sent forward by the steamer to
 the care of the General Agent, Northern Pacific
 Railroad Company, Wash.
 Parcels must be sent to Gen Office with address
 marked in full by 5 P.M. on the day previous to
 sailing.
 For further information as to Passage or
 Freight, apply to
 DODD, WELL, CARLILL & Co.,
 Agents.
 Hongkong, 15th August, 1892. [510]

THE MIKE COAL MINING COMPANY
 THE MIKE COAL IS A
 BITUMINOUS COAL
 of dark reddish colour. For steam purposes
 it has been pronounced to be the best and the
 most economical of all the Japanese Coals. Its
 export is increasing yearly, and the opinions
 expressed by several of the largest regular
 customers are in testimony of the excellent
 qualities of this coal.
 Attention is called to the following advantages
 which Ship Owners and Captains, who call their
 ships direct from the Undersigned, will find:
 1. FAIRNESS OF the coal.
 2. UNIFORMITY of quality.
 3. FREEDOM from impurities.
 Supply in any quantity on shortest notice.
 Quick dispatch.
 Best of weights, &c. &c.
 MITSUBI BUSSAN KAISHA
 Sole Agents
 Singapore and July 1891. [1198]